STEVENS' FLOATING BATTERY.

Its Original Design-Changes in Dimensions, Armor, and Armament-Amount Expended in Construction-Progress of Operations.

During the year 1840 the defenseless condi-on of New York harbor attracted the attention of the citizens of this city and the country at large. The forts which now loom up at the Narrows were then but little calculated to resist the attempt of an enemy's ficet, and had a war then occurred, this city, with its vast wealth, would have doubtless been at the mercy of great powers, such as England and France. Forts Richmond, Hamilton, and Lafayette were then in their infancy. At this time Mr. Edwin Stevens, a prominent and wealthy citizen of Hoboken, conceived the idea of having built at his own expense an iron-clad floating battery, capable of resisting the attack of an ordinary fleet. With this object in view he consulted some of the most experienced and widely known engineers in the country, and in the latter part of the year 1840 the work on the marine mon-ster was commenced. The keel was laid at the present yards in Hoboken, and secreey was enjoined upon the engineers and workmen not to divulge the object of their employment. The battery at first was intended to be only 150 feet in length, with an iron plating of one and a half inches in thickness all over; the armament was to have been composed of ten guns, five on a broadside, each throwing a solid of 100 pounds, considered at that day to be

The work progressed until the beginning of the late war, but only ten men were engaged by the managers, and they simply to keep watch and ward over the unwieldy-looking mass of iron and wood. In 1862, however, the near approach to the harbor of the Rebel "Alabamas, and the miserable condition of our wooden navy lent new life to the enterprise, and additional workmen were immediately set to work on the vessel, which, up to that time, had involved an expense of \$800,000 to Mr. Stevens. The work steadily progressed under the old plans, but the naval battle between the Monitor and Merrimae, in Uampton Reads, brought about a revolution in the construction of iron-clads, and the plans were revised; the iron sheeting was torn off and plates of two and a quarter inches in thickness were substituted, fifty feet added to its length and the battery which she was at first intended to carry was decreased to five guns instead of ten-they to be of the fifteen-inch pattern. Numerous officers connected with the navies of England and France have in vain applied for admittance, the original programme being carried out to the letter.

Since the close of the war the work was again suspended, but General McClellan, while in Europe, was offered the position of chief engineer in its construction by the heirs of Mr. Stevens, at a salary of \$10,000, which he accepted, and upon taking his position it was again decided to make several important alterations. One hundred and eighty men are at present employed at work, and when completed which will be during the year 1871, the battery will be one of the most formidable engines of naval warfare affoat. Those who have visited the fron-clads of Russia, England, and other European nations, and have examined the plans of this monster, state that it can cope with ease with an entire fleet. The name which it is to bear has not yet been decided. When completed it will be formally presented to the State of New Jersey.—N. Y. Herald.

SHIP CANAL.

How Newarkers are to Reach New York. A meeting of the company recently organized for the purpose of constructing a ship canal between Newark and New York is to be held in a few days in the city of Newark, to elect a board of directors, \$250,000 worth of stock having been subscribed. The capital stock was primarily fixed at \$1,000,000, in shares of \$50 each; but as it was enacted, in 1868, that it might be lawful for the Canal Company to extend their canal from Newark Bay across the marshes to a suitable point in Newark City, and to increase their capital stock to such an amount as should be necessary to carry out the original scheme with the extension, the capital is now

The line will run from Dawson street. Newark, extending to Oyster Island, in Newark bay. the Newark and New York Railroad, which is an air line. The total length of the canal will be nine miles. It will be 200 feet wide, as far as the east side of Newark bay, where it has an in creased width of 100 feet, making it at least 200 feet wide at Bergen's Neck. There will be a line of docks on both sides of the canal 200 feet wide extending the whole length. In Newark there will be piers 300 feet wide, the depth of water being at low tide sixteen feet, and twenty-two feet at high tide, but at the Passaic channel bank, the depth is only five and a half feet at

There are difficulties to be overcome in this undertaking, the principal one being that of ascertaining the proper depth of water in the canal at low tide. The cutting will be the deepest at Bergen Neck, where it is to be forty-five feet. The earth from this cutting will be removed to fill up the piers in New York bay, and these piers, it is said, will be better adapted for commercial purposes than those on the eastern shores. It is intended to run a ferry on the cana between Newark and New York, the distance to be run in forty minutes.

HUDSON.

The Ex-Rallway King in his Old Age. The following letter from George Hudson, once the "Railway King" of England, to Mr. Hugh Taylor, of Hexham, is published in the

Newcastle Chronicle:— CALAIS, Aug. 10, 1869—My Dear Mr. Taylor:-As the subscription which you kindly originated is now closed, it becomes my duty as well as my pleasure to express my grateful thanks to you, and through you to the numerous friends who have so handsomely contributed towards it. I can hardly tell how I can, in adequate terms, express my gratitude for their recognition of my services in the promotion of public works. I assure you I am deeply thankful to you and the other gentlemen who have been associated with you in furthering the subscription for my an-nuity, and to the large number of friends in Newcastle and Sunderland, as well as in other places who have so handsomely responded to your appeal, and have thus secured for my remaining days a comfortable competency. I shall ever reflect with pride and satisfaction on my connection with your district. The knowledge that I was enabled to assist in giving to the town of Newcastle its High Level Bridge, to Sunderland its docks, and by a system of combination of your railroads to restore the productivevess of many which were not so, and of extending the system of railway to Scotland, is a great pleasure, and fully compensates me for any suffering I may have I cannot conclude my letter without publicly expressing my deep obligations to Mr. Elliot, who during all my misfortunes has been to me a most kind and considerate friend, and who also so warmly assisted you in the promo-tion of the subscription. Allow me again, my dear Mr. Taylor, to express to you my warmest thanks for all your kindness, which can never be effeced from my recollection. I am yours, yery truly. George Hudson.

ENGINE OF DESTRUCTION.

The Flume Torpedo-It is Tested by Officers of our Navy.

The United States flagship Franklin, with Rear-Admiral Radford on board, is at present in the Adriatic to test the qualities of the newly invented torpedo, the story of which once appeared in this journal. The inventors of the machine claim for it a superfority over all other torpedoes now in use. First of all, it is not a mere mine, to be exploded whenever chance may present a fitting occasion. It is a projectile which can be directed with an unerring accuracy against the object to be assailed, and this at a distance of several hundred yards. Secondly, it can be projected at any depth below water that may be required; thirdly, its explosive power is such as to make the strongest ironciads now aftoat as much at its mercy as any wooden ship; and lastly, the line of its direction may be made to curve or zig-zag, so that it can be used with safety in the liftmediate proximity of friendly vessels. As the United States From the Pall Mall Gazette, September 1.

navy have lately embedied a special corps, chiefly for coast defenses, entitled the Torpedo Brigade, in which some of the most scientific officers have taken service, it is not without importance to know that by these same "experis" the Fiume invention has seen pronounced a complete success. They have been pronounced a complete success. They have tested the machine by a variety of experiments, and without a failure in any. The resistance of water at a certain depth to permit the downward course of a cannon-shot, and the various phenomena of "ricocher," have lately occupied great attention in the American navy, so that, whether the present invention could fulfil the difficult condition of preserving a uniform course at a depth, say, fifteen or eighteen feet below the surface, was a most interesting problem to them. To ascertain this, nots were sunk at different distances along ain this, nets were sunk at different distances along te course the torpedo was to take, and staffs wit graduated measure attached to them. By the placed meshes the passage of the projectile was sted, and in a course of many hundred yards found of to have varied more than a few inches. Of course principle of the invention is a secret, but the inor-or, more properly speaking, the per-r of the invention—an English engineer, Whitehead, has no hesitation in saying that ie derived his first suggestion of the liscovery from the mechanism of the liscovery from the mechanism and functions of what is called the "swimming bladder." by whose gency the power to ascend or descend in water is accured, afforded him the first clue to his wonderful vention. The machine is about sixteen feet long, inped like a fish, propelled by a screw, and guided a rudder, so that, seen in the clear water, as one the experimentalists described, its apparent vi ality and volition were positively horifying. The Austrian Government, it is said, acting under the divice of Admiral Tegethod, have purchased the nive of the invention—the patent remains with the niventer—for £20,000. Our own Government lately epated a commission to examine and report on it it is believed or rumored, with approval of its Belekey.

GENERALITIES.

The Recent Boston Defalcation.

From the Boston Post, Sept. 13, The defalcation of Saunders, the paying-teller f the North National Bank, continues to be a neme of fertile conversation in money circles Saunders, it is believed, has confessed to the ex-tent of his iniquities. He turned over all his stock and accounts with the brokers to the bank authorities, and they, being settled, realized about \$25,000 to the bank. Over and beyond this the loss to the bank will be between \$94,000 and \$97,000, and this the directors believe will be the extent of the deficiency, the accounts aving been inspected closely by them and the Bank Commissioner. His first departure from an honest course was in lending \$2000 of the bank's money, in the belief that he had good security. This failing, he was tempted to go into speculation with other funds, in the ope of regaining what he had already lost. His mode of operation was to put up money as a margin for the purchase of stock. The money was taken from time to time, in sums of \$1000 \$3000, \$5000, and \$7000, repeated losses making further peculations and further duplication of checks necessary to avoid exposure. Saunder has operated through Boston brokers, and chiefly n the New York stock market, and is believed o have made his greatest losses during the last six months. In his private and personal matters he was not extravagant, and he was regarded as a most excellent and efficient officer in oank. Saturday afternoon Saunders was taken into custody on a warrant issued by the United States Court, on a charge of robbing a national bank.

Great Crimes in France. If anything more disgusting can be related than the crimes which the French newspapers are still damp from describing, we really know not where to look for it. As an example, Madame Bonnefoy, of Marseilles, was sentenced to hard labor for life for wholesale assassination. In deflance of her husband she had a lover, and this lover (though himself also mar-ried and a father of three children) paid so little regard to his home duties that he cohabited not only with the culprit Bonnefoy, but also with her sister. Madame Bonnefoy consequently shot her sister through jealousy, then her because he happened to interfere with her pro-jects of slaughter, and finally her two youngest children, to whom her lover was attached, imagining them to be his own and not her hus-She afterwards directed a shot against her own breast, but, though it wounded, it did not kill her. The two children and her husband died; the sister recovered. Next we have the account of a woman at St. Denis who was forsaken by her husband because he had dis covered her infidelity. For some time she lived with her lover, but on his death entered into the same relations with his brother. however, that she was getting old, and fearing lest her paramour should desert her and carry away with him what he had sunk in her little wine business, she persuaded him to marry her daughter—a girl of fifteen. The poor child, thus compelled to marry, hated her husband, for she knew of his relations with her mother. The husband became jealous, and after three attempts to strangle his young wife, ended the business by shooting her.

The Turco-Egyptian Troubles.

The Pall Mall Gazette says:-"From the latest Constantinople telegrams it appears that the Viceroy of Egypt is directed the Sultan not to hold any direct intercourse for the future with foreign governments. This will perhaps deprive us of the pleasure of again entertaining his Highness in London. Considerng, however, how he was entertained on the two last occasions when he favored us with his company, it might be almost as well to humor the sulfan to the fullest extent by re-enacting the provisions of the first and second of Philip and Mary, c. 4, under which Egyptians remain ing within the kingdom one month were tiable to capital punishment. This law was, we believe, only repealed in 1820 on the recommendation of Sir Tames Mackintosh, and its provisions seem admirably adapted to meet the views of the Sultan. We shall be doing a kindness to both parties by taking this decisive step. We also note that the Sultan has commanded that the Viceroy shall in uture submit a regular quarterly budget to his Majesty. Turkey, superintending the financial arrangements of Egypt, will present a most interesting and edifying spectacle, and will be most reassuring to the bondholders of both countries. It is as good as if the directors of he Albert Life Assurance Company had under taken the management of the affairs of the London, Chatham, and Dover Railway.

Personalities.

-Charles Algernon Swinburne is in Paris. -Miss Bateman is at the New York Hotel. -Admiral Porter has returned to Washington —Mills will make the bust of General Rawlins. -Carlotta Patti has brought over a wonderful

-William H. Seward was in San Francisco on Millard Fillmore presided at the Humboldt

relebration in Buffalo.

—Julia Ward Howe's latest lecture is on Moral Trigonometry.'

-Lucy Stone will speak on Woman Suffrage n Cincinnati this week. -San Franciscans call Lotta's performances

'audacions gymnastics."

—Elise Holt has made her most brilliant American fallure in San Francisco. -Chief Justice Chase has been visiting ex-Senator Foster at Norwich, Conn.

 Mr. Emerson's twenty lectures on philosophy in Harvard begin in May, 1870.
 Barny Williams has nearly recovered, and hopes to play in Boston September 21.

—Wade Hampton will make the address at the Georgia State Agricultural Fair.

Prince Napoleon is going through the Suez Canal in his yacht, on his way to India.

—J. S. Mill's "Subjection of Women" has been translated and published in Paris. -The ex-Duke of Nassau speculates in cattle,

wine, and real estate, and makes money —A. J. Linsey has been appointed Oil Inspector for Michigan—especially of linseed oil. —Pierre Plante, a Canadian, has lived one hundred and twenty years, and then his death was hastened by a fall.

—Mrs. James McArthy, of Switzerland county,

has found \$1959 in silver in an old

-Mrs. Cady Stanton has promised to attend the St. Louis Women's Convention, October 6

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washing-

will leave be to corner broad street and Washington avenue as follows:

Way Mail Train at 8:30 A. M. (Sunday excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington storage and Washington storage.

Express Train at 12 M. (Sundays excepted), for Baitimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4:00 P. M. (Sundays excepted), for Baitimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Ekton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11:36 P. M. (daily), for Baitimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Eikton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia. and Magnolia. Passengers for Fortress Monroe and Norfolk will

ake the 12 00 M, train.
WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and Intermediate

Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accom-

Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia—Leave Baltimore 7:25 A. M., Way Mail; 9:35 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elston, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester. and Chester.
PHILADELPHIA AND BALTIMORE CENTRAL

RAILROAD TRAINS.
Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.
Leave Philadelphia for Port Deposit (Sundays excepted) at 7.00 A. M. and 435 P. M. Leave Philadelphia for Chadd's Ford at 7.00 P. M. The 700 A. M. train will stop at all stations be-ween Philadelphia and Lamokin. A Freight Train, with Passenger Car attached,

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 130 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 540 A. M., 9-25 A. M., and 2-30 P. M. Leave Chadd's Ford for Philadelphia at 6-15 A. M., A Sunday Train will leave Philadelphia at 8-00 A. M. for West Grove and Intermediate stations, Research will leave West Grove at 4-30 P. M. urning, will leave West Grove at 4 20 P. M. Trains leaving Wilmington at 6 30 A. M. and 4 15 F M. will connect at Lamokin Junction with 7:00 A. M. and 4 20 P. M. Trains for Baltimore Central Rail

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 82: Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be scurred during the day. Persons purchasing ticket, at this office can have baggage checked at their resi dence by the Union Transfer Company. H. F. KENNEY, Superintendent,

NORTH PENNSYLVANIA RAILROAD. — FOR Bethlehem, Doylestown, Mauch Chunk, Easton, Williamsport, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Tunkhannock, and Scranton. Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays ex-

cepted) as follows:— At 7.45 A. M. (Express) for Bethlehem, Allentown, Mauch Chuuk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pitiston, and Tunkhaunock. At 945 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railroads.
At 145 P. M. (Express) for Bethlehem, Easter, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and

Hazleton. At 5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Doylestown at 845 A. M., 245 and 415 P. M.

For Fort Washington at 645 and 1045 A. M., and

11:50 P. M.

For Abington at 1:15, 3:15, 5:20, and 8 P. M.

For Lansdale at 6:20 P. M.

Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new TRAINS ARRIVE IN PHILADELPHIA

From Bethlehem at 9:00 A. M., 2:10, 4:45, and 8:25 From Doylestown at 8:25 A. M., 4:55 and 7:05 P. M. From Fort Washington at 9-20, 10-35 A. M., and 10 P. M. From Abington at 2.35, 4.35, 6.45, and 9.35 P. M.

ON SUNDAYS. Philadelphia for Bethlehem at 9:30 A. M. Philadelphia for Doylestown at 2 P. M. For Abington at 7 P. M. Boylestown for Philadelphia at 6:30 A. M. Bethlehem for Philadelphia at 4 P. M. Abington for Philadelphia at 8 P. M.

Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street, ELLIS CLARK, Agent, PHILADELPHIA AND ERIE RAILROAD.— WINTER TIME TABLE. On and after MONDAY, Sept. 6, 1869, the Trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West

ELMIRA MAIL leaves Philadelphia. 8 00 A. M.
Williamsport. 6 10 P. M.
Williamsport. 7 30 P. M.

ELMIRA MAIL leaves Lock Haven...... 650 A. M.
"Williamsport...... 845 A. M.
arrives at Philadelphia... 745 P. M. BUFFALO EXP, leaves Williamsport... 12-20 A. M.
"Harrisburg.... 5-10 A. M.
"arrives at Philadelphia... 9-25 A. M. Express East connects at Corry, Mail East at Corry and Irvineton, Express West at Irvineton, with trains of Oh Creek and Allegheny River Rallroad. ALFRED L. TYLER,

CARPENTERS AND BUILDERS.

GEORGE PLOWMAN

CARPENTER AND BUILDER,

No. 134 DOCK STREET, PHILADELPHIA

PROPOSALS.

OFFICE OF THE COMMISSIONERS OF THE SINKING FUND.

Sealed bids will be received for the redemption of ONE MILLION DOLLARS of the loan of the Commonwealth of Pennsylvania, due July 1, 1870, until 12 o'clock M., October 1, 1869. Communications to be addressed to R. W. MACKEY, Esq., State Treasurer, Harrisburg, Pennsylv a, and endorsed Bid for Redemption of State

F. JORDAN, Secretary of State.

J. F. HARTBANFT, Auditor-General.

Commissioners of the Sinking Fund. N. B.-No newspaper publishing the above without authority will receive pay therefor.

WOODLANDS CEMETERY COMPANY .-

WOODLANDS CEMETERY COMPANY.—
The following Managers and Officers have been elected for the year 1803.—
ELI K. PRICE, President.
William H. Moore,
Samuel S. Moon,
Gillies Dallett,
Edwin Greble,
Secretary and Treasurer, JOSEPH B. TOWNSEND.
The Managers have passed a resolution requiring both Lot holders and Visitors to present tickets at the entrance for admission to the Cemetery. Tickets may be had at the Office of the Company, No. 813 ARCH Strbot, or of any of the Managers.

TO THE PUBLIC.—THE FINEST ANI Galters, and Shoes for Men and Boys can be had ERNEST SOPP'S No. 230 N. NINTH Street.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schnylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following

hours:

MORNING ACCOMMODATION.

At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Philadelphia at 9:15 P.M.

MORNING EXPRESS.

At 8-15 A. M. for Reading, Lebanon, Harrisburg,
Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falis, Buffalo,
Wilkesbarre, Pittston, York, Carlisle, Chambersburg, The 7:30 A. M. train connects at READING with

East Pennsylvania Railroad trains for Allentown, etc., and the 8'15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc ; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HAR-RISBURG with Northern Central, Cumberland Valey, and Schuylkill and Susquehanna trains for Nor aberland, Williamsport, York, Chambersburg. inegrove, etc.
AFTERNOON EXPRESS.

Leaves Philadelphia at 3'30 P. M. for Reading, Pottaville, Harrisburg, etc., connecting with Read-ing and Columbia Rairoad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 625 A. M., stopping at inter-mediate stations; arrives in Philadelphia at 540 A. M. Returning, leaves Philadelphia at 430 P. M.; arrives in Pottstown at 640 P. M. READING AND POTTSVILLE ACCOMMODATION

Leaves Pottsville at 5:40 A. M. and Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 16:15 A. M. Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 8 P. M., and at Pottsville at 9:40

P. M.
Trains for Philadelphia leave Harrisburg at 8-10 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 2-45 P. M., arriving at Philadelphia at 6-45 P. M.
Harrisburg Accommodates

telphis at 6-15 P. M.

Harrisburg Accommodation leaves Reading at 7-15 A. M. and Harrisburg at 4-10 P. M. Connecting at Reading with Afternoon Accommodation south at 6-30 P. M., arriving in Philadelphia at 9-15 P. M. Market train, with a passenger car attached, leaves Philadelphia at 12-45, noon, for Pottsville and all way stations; leaves Pottsville at 5-20 A. M. connecting tations: leaves Pottsville at 550 A. M. connecting t Reading with accommodation train for Philadel his and all way stations.

All the above trains run daily, Sundays excepted, Sunday trains leave Pottsville at S A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:30 A.M., 12:45, and 4:30 P.M. trains from Philadelphia. Returning from Downingtown at 6:10 A. M., I and 5:45 P. M.

PERKIOMEN RAILROAD. PERKIOMEN KAILROAD.

Passengers for Skippack take 7:30 A. M., 4:30 and 5:15 P. M. trains for Philadelphia, returning from Skippack at 6:15 and 8:15 A. M. and 1 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1 to A. M. and 1 to and 10 to 10 P. M., passing Reading at 1 to A. M. and 1 to and 10 to 19 P. M., and and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. more, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 3:50 and 5:50 Å. M. and 10:50 P. M. passing Reading at 5:44 and 7:31 Å. M. and 12:50 P. M., and arriving at New York at 11 Å. M. and 12:30 and 5 P. M. Sleeping cars accompany these trains through between Jerssy City and Pittsburg without A Mail train for New York leaves Harrisburg at 8·10 A. M. and 2·05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:40 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:15 P. M. Schuylkill AND SusqueHANNA RAII.ROAD.

Trains leave Auburn at 855 A. M. and 320 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Tremont, returning from Harrisburg at 7:45 A. M. and 3:40 P. M., and from Tremont at 6:45 A. M. and 5:05 P. M.

TICKETS.
Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate sta-tions by Reading and Pottstown Accommodation Trains, at reduced rates. The following thekets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS,-At 25 per cent. disbetween any points designed, for families MILEAGE TICKETS.—Good for 2000 miles, be tween all points, at \$52.50 each, for families and

SEASON TICKETS .- For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves

will be furnished with cards entiting themselves and wives to lickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth, and Callowhill streets.

FREIGHT—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets. MAILS close at the Philadelphia Post Office for all

daces on the road and its branches at 5 A. M., and for the principal stations only at 2-15 P. M.
FREIGHT TRAINS leave Philadeiphia dai'y at 4-25 A. M., 12 45 noon, 5 and 7 15 P. M., for Reading, Labanon, Harrisburg, Pottsville, Port Clinton, and BAGGAGE.-Dungan's Express will collect baggage for all trains leaving Phi adelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL

DENNSYLVANIA CENTRAL RAILROAD. The trains of the Pennsylvania Central Railro

leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train caving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot. Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Lepot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

receive attention.

TRAINS LEAVE DEPOT, VIZ.:-

Erie Mail and Pittsburg Express. 9-30 P. M.
Erie Accommodation 11-00 P. M.
Philadelphia Express, 12 night.
Erie Mail leaves daily, except Sunday, running on
Saturday night to Williamsport only. On Sunday
night passengers will leave Philadelphia at 8 o'clock.
Philadelphia Express leaves daily. Cipennati
Express daily, except Saturday. All other trains
daily, except Sunday.

Paoli Accommodation, 8-20 A. M., 4-05 and 6-25

 Fast Line
 9-35 A.

 Parkesburg Train
 9-10 A.

 Lancaster Train
 12-30 P.

Lancaster Trail. 12 30 F. M.
Erie Express 6-10 P. M.
Day Express. 1-30 P. M.
Pacine Express. 5-25 P. M.
Harrisburg Accommodation. 9-40 F. M.
For further information, apply to
JOHN F. VANLEER, Jr., Ticket Agent,
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Denot.

Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. by special contract.

EDWARD H. WILLIAMS,

General Superintendent, Altoona, Pa.

RAILROAD LINES.

1869. FOR NEW YORK.—THE CAMDEN ton Railroad Companies' lines from Philadelphia and Tren-New York and Way Places.

New York and Way Places.

FROM WALNUT STREET WHARF.

At 6:30 A. M., via Camden and Amboy Accom... \$2:25
At 8 A. M., via Cam. and Jersey City Ex. Mail... 3:90
At 2 P. M., via Camden and Amboy Express... 3:00
At 6 P. M., for Amboy and intermediate stations.
At 6:30 and 8 A. M. and 2 P. M., for Freehold.
At 8 A. M. and 2 P. M., for Long Branch and points on R. and D. B. R. B.

At 8 and 10 A. M., 12 M., 2, 3:30, and 4:30 P. M., for Trenton.

At 630, 8, and 10 A. M., 12 M., 2, 3-30, 4-30, 6, 7, and 11-30 P. M. for Bordentown, Florence, Burlington, Reverly, and Delanco.

At 6-30 and 10 A. M., 12 M., 3-30, 4 20, 6, 7, and 11-30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.

The 11-30 P. M. line leaves Market Street Ferry, (upper side).

(upper side).

FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3.

At 7:30 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristel, and 10:15 A. M. and 6 P. M. for Pristral. At 7:00 and 11 A. M., 2:30 and 5 P. M. for Morris-At 730 and 10 15 A. M., 230 and 3 P. M. for Morris-ville and Tullytown.
At 530 and 10 15 A. M., and 2 30, 5, and 6 P. M. for Schenck's and Eddington.
At 736 and 10 15 A. M., 2 30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wis-sinoming, Bridesburg, and Frankford, and at 8 30 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT. Via Connecting Railway.

At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M. New Fork Express Lines, via Jersey City. Fare, \$3:25.

At 1:30 P. M., Emigrant Line Fare, \$2.

At 2:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M., for Frenten

At 9 30 A. M., 4, 6 45, and 12 P. M., for Bristol.
At 9 30 A. M., 4, 6 45, and 12 P. M., for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown,
Schenck's, Eddington, Cornwell's, Torresdale,
Holmesburg, Tacony, Wissinoming, Bridesburg, and

Frankford.
The 9-30 A. M., 8 and 12 P. M. Lines will run daily. All others, Sundays excepted.
For Lines leaving Kensington Depot, take the cars on Third or Fifth street, at Chesnut, 30 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot. Chesnut and Walnut within one square. On Sundays the Market Street cars will run to connect with the 9-30 A. M., 8 and 12 P. M. lines. BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Burdialo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre,

ooley's Mountain, etc. 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, At 11 A. M. and 5 P. M., for Lambertville and in-

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS. PROM MARKET STREET PERMY (UPPER SIDE). At 7 and 10 A. M., 1, 2-15, 3-30, 5, and 6-30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mouat Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 10 A. M., for Lewistown, Wrightstown, Cooks-

town, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3:30 P. M., for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.

TIME TABLE.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9 95, 10, 11, 12 A. M.,

1, 2, 3½, 3½, 4, 4 35, 5 95, 5½, 6, 6½, 7, 8, 9, 10, 11, 12

P. M. P. M.
Leave Germantown at 6, 7, 7½, 8, 8·20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 8·20 down train and 3½ and 5½ up trains will
not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9·15 A. M., 2, 4·05, 7, and 10½
P. M.

Leave Germantown at 8-15 A. M., 1, 3, 6, and 9 % CHESNUT HILL RAILROAD. CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3¾, 5¾, 7, 9, and 11 P. M.

Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 P. M.

3'40, 5'40, 6'40, 8'40, and 10'40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9'15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7'50 A. M., 12'40, 5'40, and 9'25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philade phia at 6, 7%, 9, and 11'95 A. M., 1%, 8, 4%, 5, 5%, 6%, 8'95, 10'95, and 11% P. M.

Leave Norristown at 5'40, 6%, 7, 7%, 9, and 11 A.

M., 1%, 3, 4%, 6%, 8, and 9% P. M.

The 7% A. M. train from Norristown will not stop at Morge's. Poits' Landing. Domino. or Schur's The 734 A. M. train from Norman, or Schur's Mogee's, Potts' Landing, Domino, or Schur's

lane.
The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.

Leave Norristown at (A. M., 1, 5%, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia at 6, 7%, 9, and 11:05 A. M.,
1½, 8, 4½, 6, 5%, 6½, 8:05, 10:05, and 11½ P. M.
Leave Manayank at 6:10, 7, 7½, 8:10, 9½, and 11½
A. M., 2, 3½, 5, 6½, 8:30, and 10 P. M.
The 5 P. M. train from Philadelphia will stop only
at School lane and Manayunk. at School lane and Manayunk ON SUNDAYS.

Leave Philadelphia at 9 A. M., 236, 4, and 736 P. M. Leave Manayunk at 736 A. M., 136, 6, and 936 P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets. $\mathbf{F}^{\mathrm{or}}_{\mathrm{ROAD}}^{\mathrm{CAPE}}$ may, via West Jersey Rail-

Leave Philadelphia, foot of Market street, as follows:— 9 00 A. M., Cape May Express, due 12 25, 3 15 P. M., Cape May Passenger, due 7 15 Cape, May Freight leaves Camden daily at 9-20

RETURNING, TRAINS LEAVE CAPE MAY, 6 30 A. M., Morning Mail, due 16 06 A. M. 5 00 P. M., Passenger, due 8 22 P. M. Cape May Freight Train leaves daily at 6 40 A. M.

TICKETS. Annual Tickets, \$100; Quarterly Tickets, \$50; to be had only of the Treasurer, at Camden. 20 Coupon Tickets, \$40; 10 Coupons, \$25. Excursion Fickets, \$5, for sale at the ticket offices, No. 328 Chesnut street, foct of Market street, also at Camden and Cape May.

For Miliville, Vineland, Bridgeton, Sa'em, and in-

remediate stations, leave Philadelphia at 8:00 A. M., mail, and 3:30 P. M., passenger.

An accommodation train for Woodbury, Mantna, Parnsboro, and Glassboro leaves Philadelphia daily at 6:00 P. M. Returning, leaves Glassboro at Commutation books of 100 checks each, at renced rates, between Philadelphia and all sta-

FOR Cape May, Millville, Vincland, etc., etc., 9-20 For Bridgeton, Salem, and way stations, 1200 Freight received at first covered wharf below Walnut street.
Freight delivery, No. 228 S. Delaware avenue.
NOTICE.

The Sanday Mail Train on the West Jersey Rail-road is discontinued. 9 10 2t WM. J. SEWELL, Sup't W. J. R. R.

WEST CHESTER AND PHILADELPHIA RAILROAD. Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7-25 A. M., 9-30 A. M., 2-30 P. M., 4-15 P. M., 4-35 P. M., 7-15 and 11-30 P. M.

Leave West Chester from Depot, on East Market street, at 6-25 A. M., 7-25 A. M., 7-40 A. M., 10-10 A. M., 1-55 P. M., 4-50 P. M., and 6-45 P. M. Leave Philadelphia for B. C. Junction and inter-mediate points at 12:30 P. M. and 5:45 P. M. Leave B. C. Junction for Philadelphia at 5/30 A. M. and 1/45

P. M.
Train leaving West Chester at 740 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 435 P. M. will stop at Me-dia, Glen Riddle, Lenni, and B. C. Junction. Pas-sengers to or from stations between West Chester sengers to of from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 725 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 425 P. M., and will change cars at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Wainut streots cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS.

Leave Philadelphia for West Chester at 8-00 A. M.

Leave Philadelphia for B. C. Junction at 7:15 P. M. Leave West Chester for Philadelphia at 745 A. M. and 445 P. M. Leave B. C. Janction for Philadelphia at 640 A. M. WILLIAM C. WHEBLER, General Superintendent.

AUOTION SALES. BUNTING, DURBOROW & CO., AUCTION-EERS, Nos. 232 and 234 MARKET Street, corner sank street. Successors to John B. Myors & Co.

IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, ETC.
On Friday Morning,
Sept. 17, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, homp, cottage, and rag carpetings, oil cloths, rugs, etc.

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS.
On Monday Morning,
Sept. 20, at 10 o'clock, on four months' credit. 9 14 5t. SALE OF 2000 CASES BOOTS, SHOES, ETC., Sept. 21, at 19 o'clock, on four months' credit. 9 15 56

THOMAS BIRCH & SON, AUCTIONEERS
OHESNUT Street, rear entrance No. 1107 Sansom street.

Sale at the Anction Store, No. 1110 Chesnut street.
SUPERIOR SECOND-HAND AND NEW CABINET
FUENITURE, Plane-Fortes, Carpets, Mirrors, Chins,
Mattresses, Stover, Glassware, Sewing Machines, etc.
On Friday Morning.
On Friday Morning.
street, will be sold, by catalogue, a large assortment of superior furniture.

street, will be sold, by estalogue, a large assortment of superior furniture.

DAMAGED PAINTINGS, CHROMOS, ENGRAVINGS, ERAMES, ETU.

On Friday Morning.

At the auction store, will be sold 100 framed paintings, chromoss, engravings, etc., damaged at the fire at Mossrs.

Earle & Sons.

Tralian Marble Fountain, Statue, ETC.

On Friday,

At the furniture sale will be sold one Italian marble fountain, one fine Carrara marble figure, by Mene; Careid alabaster monument model. fountain, one fine Carrara marble figure, by Mone; Carsid alabaster monument model.

ELEGANT CARVED WALNUT SIDEBOARD.

At 1 o'clock will be sold one elegant carved walnut aideboard with two mirrors.

Also, at 1 o'clock, one Wheeler & Wilson Sewing Machine, rearly new.

Also, i set of American Shirt Patterns for linen and woollen shirts, bozoms, folders, etc., the best patterns in use.

MARTIN BROTHERS, AUCTIONEERS,— (Lately Salesmen for M. Thomas & Sons.) No. 529 CHESNUT Street, rear entrance from Minor.

Sale No. 929 Chesnut street.

LEASE, GOOD WILL, AND FIXTURES OF STORE, SUPERIOR ROSEWOOD PIANO FORTES, Cabinet Organs, Guitars, Musical Instruments, Trimmings, etc.; Lease of Building, rent \$3000 per annum; Counter, Shelving, Glass Doors, Office Furniture, Fine Show Cases, Farrel & Herring Fireproof Safe, Awning, &c.

60 Enday Morning,
17th inst., at 10 o'clack, at No. 329 Chesnut street, Full particulars in catalogues,

SALE OF THEOLOGICAL AND MISCELLANEOUS
BOOKS.
On Monday Afternoon,
Sept. 20, at 4 o'clock, at the auction rooms, No. 229 Chesnut street, by catalogue, theological and miscellaneous
books, from private fibrary. Also, 4 volumes North American and United States Gazette.
9 16 36.

TRADE SALE OF HARDWARE AND CUTLERY,
Heavy and Shelf Hardware, Table and Pocket Cutlery
of every description, etc.
On Thursday Morning,
Sept. 23, at 10 o'clock, at the auction rooms, 529 Chesnut
street, by catalogue, a large and valuable assortment of
heavy and shelf hardware, table and pocket cutlery, 390
cozen of coal and meal sieves, shovels, hods, tools, saws,
Russel's American cutlery, Wade & Butcher's cutlery,
Redgers' scissors, plated ware, fancy goods, etc.
Sale absolute. Terms casb.

9 15 64

Sale at Line street and Haddonfield road, Camden, THE VALUABLE COLLECTION OF CHOICE TREES, SHRUBS, Green and Hot House Plants, etc., belonging to John F. Starr, Esq. On Thursday Morning,

Sept. 29, at 11 o'clook, at the Green and Hot Houses of John F. Starr, Esq., Line street and Haddonfield road, Camden, N. J., the rare and valuable collection of trees, shvubs, green and hot-house plants, of every variety.

Catalogues ready and the plants arranged for examination three days previous to sale.

Intermation regarding the plants may be had of Mr. Robert Scott, Florist, No. 755 S. Nineteenth st. 916 6t

BY DAVIS & HARVEY, AUCTIONEERS (formerly with M. Thomas & Sons), Store, Nos. 48 and 50 N. SIXTH Street.

HANDSOME FURNITURE, FRENCH PLATE MIR RORS, SUPERIOR BOOKCASES, COTTAGE SUIT, ELEGANT BUFFETS, FINE CARPETS, ETC. On Friday Morning,
At 10 o'clock, by catalogue, at the Auction Rooms, the handsome wainut parlor and chamber furniture, elegant sideboards and extension tables, fine French plate mirrors, cabinet and secretary, bookcases, very elegant escritoire, centre and bouquet tables, superior lounges, bair, husk, and straw mattresses; fine tapestry and other carpets, office furniture, etc. 915 215

M. THOMAS & SONS, NOS. 139 AND 141 Administratrix's Sale-Estate of Manasses McCloskey.

Administratrix's Sale—Estate of Manasses McClosacy, deceased.

STOCK OF BRANDIES, WINES, GIN, WHISKY, ETC. ETC.
On Saturday Morning,
Sept. 18, at 11 o'clock, at No. 1310 Edgement street, above Hut tingdon street, without reserve, by order of administratrix, by catalogue, the entire stock of an old-established liquor store, comprising brandies, wines, Holland gin, fine old Scotch and Memongabela whiskies, casks, barrels, etc.
Evil particulars in catalogue.

9 16 2t

C. D. McCLEES & CO., AUCTIONEERS, SALE OF 1500 CASES BOOTS, SHOES, BROGANS,

On Monday Morning. Sept. 20, at 10 o'clock, including a large line of city made N. B. Sale every Monday and Thursday. [9 16 3t LIPPINCOTT, SON & CO., AUCTIONEERS

BSCOTT'S ART GALLERY, No. 1006 CHESNUT

LOOKING GLASSES, ETO. ESTABLISHED 1795.

A. S. ROBINSON,

FRENCH PLATE LOOKING-GLASSES, BEAUTIFUL CHROMOS,

PAINTINGS,

Manufacturer of all kinds of LOOKING-GLASS, PORTRAIT, AND PICTURE FRAMES. NO. 910 CHESNUT STREET,

8 16 Fifth door above the Continental, Phila. DRUGS, PAINTS, ETO.

ROBERT SHOEMAKER & CO. N. E Corner FOURTH and RACE Sts. PHILADELPHIA.

WHOLESALE DRUCCISTS Importers and Manufacturers of

White Lead and Colored Paints, Putty Varnishes, Etc.

AGENTS FOR THE CELEBRATED FRENCH ZINO PAINTS Dealers and consumers supplied at lowest prices

ICE CREAM AND WATER ICE.

THE NEAPOLITAN ICE CREAM AND WATER ICES. THE PUREST AND BEST IN THE WORLD.

This celebrated Brick Ice Cream and Water Ice can be carried in a paper to any part of the city, as you would candy. Fifteen or twenty different kinds of them are kept constantly on hand, and ONE HUNDRED DIFFERENT FLAVORS can be made to order for those who desire to have something never before seen in the United States, and superior to any Ice Cream made in Europe.

Principal Depot—No. 1824 WALNUT Street.
Branch Store—No. 1829 SPRING GARDEN Street.

E. J. ALLEGRETT.

MORNY'S TASTELESS Fruit Preserving Powder,

Is warranted to keep Strawberries superior to any know process, as well as other fruit, without being air-tigh Price, it cents a package. Sold by the grocers.

ZANE, NORNY & CO., Proprietors. No. North SECOND St. Philads. NEWFOUNDLAND DOG FOR SALE.

A LARGE AND HANDSOME NEWFOUNDLAND DOG FOR SALE, CHEAP.

A Good WATCH DOG. Call or address No. 171 QUEEN Street, Germantown.

EMPIRE SLATE MANTEL WORKS. J. B. KIMES, No. 2120CHESNUT Street. 115wind.